

Message Text

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ORIGIN EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00

DODE-00 DOTE-00 INR-07 NSAE-00 EPG-02 FAA-00

INRE-00 L-03 SSO-00 SS-15 NSCE-00 NSC-05 /054 R

DRAFTED BY EB/AN:AJRIMAS:VLV

APPROVED BY EB/AVP:AJWHITE

CAB - DLITTON

EUR/NE - JSHUMATE

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O 272147Z MAY 77

FM SECSTATE WASHDC

TO AMEMBASSY LONDON IMMEDIATE

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FOR USCIVAIR DEL

E.O. 11652: N/A

TAGS: EAIR, UK

SUBJECT: CIVAIR - CAB STAFF ASSESSMENT OF SEABOARD

ALLEGATIONS

REF: LONDON 08558

1. FOLLOWING MESSAGE FROM D.LITTON IS TRANSMITTED FOR USE
BY USDEL:

2. ITEMS A THROUGH C IN REFERENCE TELEGRAM RELATE TO CON-
TROVERSIAL DEEP DISCOUNT HIGH WEIGHT-BREAK RATES. WHILE
THE BOARD HAS PERMITTED THESE RATES TO GO INTO EFFECT AND
HAS SUPPORTED THE CONCEPT OF HIGH WEIGHT-BREAK RATES, IT
HAS EXPRESSED RESERVATIONS AS TO THE LOW LEVELS OF THESE
RATES AND CURRENTLY HAS THEM UNDER INVESTIGATION. SINCE
UK AUTHORITIES COULD REASONABLY HAVE CONCLUDED THAT THESE
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RATES WERE TOO LOW, REJECTIONS DO NOT APPEAR TO CONSTITUTE
PERSUASIVE EVIDENCE OF A CAMPAIGN AGAINST SWA.

3. CAB HAS NO INFORMATION ON ITEM K OTHER THAN THAT SET
FORTH IN TELEX. MATTER APPEARS TO BE TEAPOT TEMPEST.

4. USG HAS SUPPORTED SEABOARD IN TRYING TO RETAIN RIGHTS

USED SINCE 1966 ON FLEXIBLE ROUND-ROBIN ROUTING. SUPPORT WAS BASED ON THE LENGTH OF TIME JFK-LON-PAR-JFK ROUTING OPERATED WITHOUT QUESTION AND THE BILATERAL ROUTE ANNEX

WHICH PROVIDES FOR THE OMISSION OF ANY POINT IN EITHER DIRECTION. USG ALSO PROTESTED ISSUANCE OF RESTRICTED PERMIT (PAR. 31 REFTTEL) BUT TO NO AVAIL.

5. CAB AGREES WITH SEABOARD THAT RECENTLY UKG HAS BEEN HARASSING IT WITHOUT SUFFICIENT REASON. UKDOT APPEARS TO BE PIQUED AT SEABOARD'S VICTORY IN COURT AND SUBVERTED THE COURT DECISION BY REISSUANCE OF PERMIT WITH IRONCLAD ROUTING WHICH PREVENTS OTHERWISE LAWFUL OPERATION AND SADDLES CARRIER WITH 60-DAY SCHEDULE FILING REQUIREMENT THAT NO OTHER CARRIER FORCED TO COMPLY WITH.

6. SEABOARD HOWEVER IS NOT WITHOUT BLAME ALTHOUGH ULTIMATE UK REACTION TOO SEVERE. PRIOR TO REISSUANCE OF RESTRICTED PERMIT ITS OPERATIONS DID NOT SEEM TO ADHERE TO ITS FILED SCHEDULES OR ROUTINGS BEYOND LONDON. AT TIMES SCHEDULED/ CHARTER LOADS ARRIVED ON THE FLIGHT WITH EXTRA SECTIONS FOLLOWING CLOSE BEHIND. ESSENTIALLY THERE WAS NO WAY FOR UK TO MONITOR OPERATIONS FOR CONFORMITY TO BILATERAL AGREEMENT WITHOUT TAKING SOME ACTION. SINCE PERMIT REISSUED THERE HAVE BEEN NO INDICATIONS OF SEABOARD NON-ADHERENCE TO BILATERAL AGREEMENT OR ITS UK PERMIT. VANCE

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: DISCRIMINATION, INVESTIGATIONS, ALLEGATIONS, AIR FARES
Control Number: n/a
Copy: SINGLE
Sent Date: 27-May-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977STATE123552
Document Source: CORE
Document Unique ID: 00
Drafter: AJRIMAS:VLV
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770190-0843
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t1977058/aaaaagit.tel
Line Count: 88
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 68804698-c288-dd11-92da-001cc4696bcc
Office: ORIGIN EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 2
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: 77 LONDON 8558
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 14-Mar-2005 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 2599344
Secure: OPEN
Status: NATIVE
Subject: CIVAIR - CAB STAFF ASSESSMENT OF SEABOARD ALLEGATIONS
TAGS: EAIR, UK, US, SEABOARD
To: LONDON
Type: TE
vdkgvwkey: odbc://SAS/SAS.dbo.SAS_Docs/68804698-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009